

(2) declares its deep gratitude on behalf of the people of the United States to the scientists, disease detectives, career civil servants, and support staff at the CDC for their dedication to fighting diseases and working every day to combat the COVID-19 pandemic;

(3) urges Federal agencies, State and local governments, and organizations nationwide to study and incorporate the evidence-based public health guidance and recommendations provided by the CDC;

(4) expresses its confidence in the scientific method, evidence-based policymaking, and the medical and public health professions, including the scientific field of epidemiology; and

(5) honors the contributions of the CDC staff for their leadership and dedicated public service to protecting the health, safety, and security of the United States, and to strengthening public health in the United States and abroad.

#### SENATE RESOLUTION 333—RELATING TO THE DEATH OF THE HONORABLE CARL LEVIN, FORMER SENATOR FOR THE STATE OF MICHIGAN

Ms. STABENOW (for herself, Mr. PETERS, Mr. SCHUMER, Mr. MCCONNELL, Ms. BALDWIN, Mr. BARRASSO, Mr. BENNET, Mrs. BLACKBURN, Mr. BLUMENTHAL, Mr. BLUNT, Mr. BOOKER, Mr. BOOZMAN, Mr. BRAUN, Mr. BROWN, Mr. BURR, Ms. CANTWELL, Mrs. CAPITO, Mr. CARDIN, Mr. CARPER, Mr. CASEY, Mr. CASSIDY, Ms. COLLINS, Mr. COONS, Mr. CORNYN, Ms. CORTEZ MASTO, Mr. COTTON, Mr. CRAMER, Mr. CRAPO, Mr. CRUZ, Mr. DAINES, Ms. DUCKWORTH, Mr. DURBIN, Ms. ERNST, Mrs. FEINSTEIN, Mrs. FISCHER, Mrs. GILLIBRAND, Mr. GRAHAM, Mr. GRASSLEY, Mr. HAGERTY, Mrs. HASSAN, Mr. HAWLEY, Mr. HEINRICH, Mr. HICKENLOOPER, Ms. HIRONO, Mr. HOEVEN, Mrs. HYDE-SMITH, Mr. INHOFE, Mr. JOHNSON, Mr. KAINE, Mr. KELLY, Mr. KENNEDY, Mr. KING, Ms. KLOBUCHAR, Mr. LANKFORD, Mr. LEAHY, Mr. LEE, Mr. LUJAN, Ms. LUMMIS, Mr. MANCHIN, Mr. MARKEY, Mr. MARSHALL, Mr. MENENDEZ, Mr. MERKLEY, Mr. MORAN, Ms. MURKOWSKI, Mr. MURPHY, Mrs. MURRAY, Mr. OSSOFF, Mr. PADILLA, Mr. PAUL, Mr. PORTMAN, Mr. REED, Mr. RISCH, Mr. ROMNEY, Ms. ROSEN, Mr. ROUNDS, Mr. RUBIO, Mr. SANDERS, Mr. SASSE, Mr. SCHATZ, Mr. SCOTT of Florida, Mr. SCOTT of South Carolina, Mrs. SHAHEEN, Mr. SHELBY, Ms. SINEMA, Ms. SMITH, Mr. SULLIVAN, Mr. TESTER, Mr. THUNE, Mr. TILLIS, Mr. TOOMEY, Mr. TUBERVILLE, Mr. VAN HOLLEN, Mr. WARNER, Mr. WARNOCK, Ms. WARREN, Mr. WHITEHOUSE, Mr. WICKER, Mr. WYDEN, and Mr. YOUNG) submitted the following resolution; which was considered and agreed to:

#### S. RES. 333

Whereas Carl Levin was born on June 28, 1934, in Detroit, Michigan, and attended Detroit public schools;

Whereas, in 1956, Carl Levin earned his undergraduate degree in political science from Swarthmore College in Swarthmore, Pennsylvania;

Whereas, in 1959, Carl Levin—

(1) graduated from Harvard Law School;

(2) was admitted to the State Bar in Michigan; and

(3) began practicing law in Detroit;

Whereas, in 1961, Carl Levin married Barbara Halpern, who raised 3 daughters together: Kate, Laura, and Erica;

Whereas Carl Levin was the proud grandfather of 6 grandchildren;

Whereas, in 1964, Carl Levin began his more than 50 years in public service as a tireless advocate for the people of Michigan, including serving as—

(1) the Assistant Attorney General and General Counsel for the Michigan Civil Rights Commission from 1964 to 1967;

(2) Special Assistant Attorney General for the State of Michigan and Chief Appellate Defender for the City of Detroit from 1968 to 1969;

(3) a member of the Detroit City Council from 1969 to 1973 and as president of the Detroit City Council from 1975 to 1977; and

(4) a Senator from 1979 to 2015, serving the people of the State of Michigan in the United States Senate for 36 years;

Whereas Carl Levin served on—

(1) the Committees on Armed Services, Homeland Security and Governmental Affairs, and Small Business and Entrepreneurship of the Senate; and

(2) the Select Committee on Intelligence of the Senate;

Whereas Carl Levin was a leader on military and national security issues during his time in the Senate, serving as the Chair of the Committee on Armed Services from 2001 to 2003 and from 2007 to 2015, during which he—

(1) led countless annual bipartisan defense authorization bills through the Senate;

(2) fought to eliminate fraud and waste in the Department of Defense; and

(3) was a tireless champion for service members and their families;

Whereas Carl Levin was a firm believer in government oversight, serving as the chair of the Permanent Subcommittee on Investigations of the Committee on Homeland Security and Governmental Affairs of the Senate from 2001 to 2002 and from 2007 to 2015, during which he—

(1) led dozens of major investigations to protect families in the United States from abusive credit card practices;

(2) took on major corporations and financial institutions who were gaming the system at the expense of hardworking taxpayers; and

(3) held bad actors accountable for their wrongdoing;

Whereas the family of Carl Levin is one that is devoted to public service, including—one

(1) his older brother, Sander Levin, who served in Congress with Carl Levin and who represented Michigan in the House of Representatives from 1983 to 2019; and

(2) his nephew, Andy Levin, who is, as of the date of adoption of this resolution, representing Michigan's 9th congressional district in the House of Representatives;

Whereas Carl Levin was—

(1) the longest-serving Senator in the history of the State of Michigan; and

(2) the longest-serving Jewish Senator in the history of the United States;

Whereas the USS Carl M. Levin (DDG-120), a Navy Arleigh Burke-class destroyer, was named in honor of Carl Levin;

Whereas, following his retirement from the Senate, Carl Levin returned to Michigan to work in private practice and help establish the Levin Center at Wayne State University Law School to promote and advance fact-based, bipartisan government oversight; and

Whereas Carl Levin will be remembered as an honorable and honest public servant, with an endless intellect, work ethic, and integrity, known for achieving collaboration and compromise: Now, therefore, be it

*Resolved, That—*

(1) the Senate—

(A) has heard with profound sorrow and deep regret the announcement of the death of the Honorable Carl Levin, former Senator for the State of Michigan;

(B) extends heartfelt condolences to the entire family of the Honorable Carl Levin and all those who knew and loved him; and

(C) respectfully requests that the Secretary of the Senate—

(i) communicate this resolution to the House of Representatives; and

(ii) transmit an enrolled copy of this resolution to the family of the Honorable Carl Levin; and

(2) when the Senate adjourns today, it stand adjourned as a further mark of respect to the memory of the Honorable Carl Levin.

#### AMENDMENTS SUBMITTED AND PROPOSED

SA 2126. Mr. WICKER submitted an amendment intended to be proposed by him to the bill S. 1931, to amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes; which was ordered to lie on the table.

SA 2127. Mr. WICKER submitted an amendment intended to be proposed by him to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table.

SA 2128. Mr. BROWN (for himself and Mr. WYDEN) submitted an amendment intended to be proposed by him to the bill H.R. 3684, supra; which was ordered to lie on the table.

SA 2129. Mr. WICKER (for himself and Mr. BENNET) submitted an amendment intended to be proposed by him to the bill H.R. 3684, supra; which was ordered to lie on the table.

#### TEXT OF AMENDMENTS

SA 2126. Mr. WICKER submitted an amendment intended to be proposed by him to the bill S. 1931, to amend title 23, United States Code, to authorize funds for Federal-aid highways and highway safety construction programs, and for other purposes; which was ordered to lie on the table; as follows:

In section 175(c)(1) of title 23, United States Code (as added by section 1403(a)), strike subparagraphs (L) and (M) and insert the following:

“(L) a project described in section 149(b)(5) that does not result in the construction of new capacity;

“(M) a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and

“(N) a project that uses pavement technologies, including designs, materials, and practices, that reduce carbon emissions and transportation emissions, as established by the Federal Highway Administration in policy guidance consistent with subsection (d)(2)(B)(iii).”

SA 2127. Mr. WICKER submitted an amendment intended to be proposed by him to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

# SEC. \_\_\_\_ . NAVY AND COAST GUARD SHIPYARD INFRASTRUCTURE IMPROVEMENT.

## (a) APPROPRIATION.—

(1) IN GENERAL.—Out of any money in the Treasury of the United States not otherwise appropriated, there is appropriated, as an additional amount for “Defense Production Act Purchases”, \$25,350,000,000, to remain available until expended, to improve, in accordance with subsection (b) and using the authority provided by section 303(e) of the Defense Production Act of 1950 (50 U.S.C. 4533(e)), the Navy and Coast Guard shipyard infrastructure of the United States.

(2) SUPPLEMENT NOT SUPPLANT.—Amounts appropriated under paragraph (1) shall supplement and not supplant other amounts appropriated or otherwise made available for the purpose described in paragraph (1).

(3) WAIVER OF CERTAIN LIMITATIONS.—During the 20-year period beginning on the date of the enactment of this Act, the following requirements of the Defense Production Act of 1950 (50 U.S.C. 4501 et seq.) shall not apply to amounts appropriated under paragraph (1):

(A) The requirement for a determination of the President under section 303(e)(1) of that Act (50 U.S.C. 4533(e)(1)).

(B) The requirement under section 304(e) of that Act (50 U.S.C. 4534(e)) that amounts in the Defense Production Act Fund in excess of the amount specified in that subsection be paid into the general fund of the Treasury at the end of a fiscal year.

(4) EMERGENCY DESIGNATION.—The amount appropriated under paragraph (1) is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(b)(2)(A)(i)).

## (b) USE OF FUNDS.—

(1) IN GENERAL.—As soon as practicable after the date of the enactment of this Act, the Secretary of Defense shall make the amounts appropriated under subsection (a) directly available to the Secretary of the Navy and the Secretary of Homeland Security for obligation and expenditure in accordance with paragraph (2).

(2) ALLOCATION OF FUNDS.—The amounts appropriated under subsection (a) shall be allocated as follows:

(A) \$21,000,000,000 for Navy public shipyard facilities, dock, dry dock, capital equipment improvements, and dredging efforts needed by such shipyards.

(B) \$2,000,000,000 for Navy private new construction shipyard facilities, dock, dry dock, capital equipment improvements, and dredging efforts needed by such shipyards.

(C) \$2,000,000,000 for Navy private repair shipyard facilities, dock, dry dock, capital equipment improvements, and dredging efforts needed by such shipyards.

(D) \$350,000,000 for Coast Guard Yard facilities, dock, dry dock, capital equipment improvements, and dredging efforts needed by the shipyard.

(3) USE OF FUNDS FOR PROCUREMENT OF CERTAIN SERVICES.—Notwithstanding any provision of the Defense Production Act of 1950 (50 U.S.C. 4501 et seq.), amounts appropriated under subsection (a) may be used for the procurement of architect-engineer and construction services at Navy public shipyards.

(4) PROJECTS IN ADDITION TO OTHER CONSTRUCTION PROJECTS.—Construction projects undertaken using amounts appropriated under subsection (a) shall be in addition to and separate from any military construction program authorized by any Act to authorize appropriations for a fiscal year for military activities of the Department of Defense and for military construction.

## (c) DEFINITIONS.—In this section:

(1) COAST GUARD YARD.—The term “Coast Guard Yard” means the Coast Guard Yard in Baltimore, Maryland.

(2) NAVY PUBLIC SHIPYARD.—The term “Navy public shipyard” means the following:

(A) The Norfolk Naval Shipyard, Virginia.

(B) The Pearl Harbor Naval Shipyard, Hawaii.

(C) The Portsmouth Naval Shipyard, Maine.

(D) The Puget Sound Naval Shipyard, Washington.

(3) NAVY PRIVATE NEW CONSTRUCTION SHIPYARD.—The term “Navy private new construction shipyard”

(A) means any shipyard in which one or more combatant or support vessels included in the most recent plan submitted under section 231 of title 10, United States Code, are being built or are planned to be built; and

(B) includes vendors and suppliers of the shipyard building or planning to build a combatant or support vessel.

(4) NAVY PRIVATE REPAIR SHIPYARD.—The term “Navy private repair shipyard”

(A) means any shipyard that performs or is planned to perform maintenance or modernization work on a combatant or support vessel included in the most recent plan submitted under section 231 of title 10, United States Code; and

(B) includes vendors and suppliers of the shipyard performing or planning to perform maintenance or modernization work on a combatant or support vessel.

**SA 2128.** Mr. BROWN (for himself and Mr. WYDEN) submitted an amendment intended to be proposed by him to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place in division [ ], insert the following:

# SEC. \_\_\_\_ . MODIFICATION OF EMPLOYER-PROVIDED FRINGE BENEFITS FOR BICYCLE COMMUTING.

(a) REPEAL OF SUSPENSION OF EXCLUSION FOR QUALIFIED BICYCLE COMMUTING REIMBURSEMENT.—Section 132(f) of the Internal Revenue Code of 1986 is amended by striking paragraph (8).

(b) COMMUTING FRINGE INCLUDES BIKESHARE.—

(1) IN GENERAL.—Clause (i) of section 132(f)(5)(F) of such Code is amended by striking “a bicycle” and all that follows and inserting “bikeshare, a bicycle, and bicycle improvements, repair, and storage, if the employee regularly uses such bikeshare or bicycle for travel between the employee’s residence and place of employment or mass transit facility that connects an employee to their place of employment.”.

(2) BIKESHARE.—Section 132(f)(5)(F) of such Code is amended by adding at the end the following:

“(iv) BIKESHARE.—The term ‘bikeshare’ means a bicycle rental operation at which bicycles are made available to customers to pick up and drop off for point-to-point use within a defined geographic area.”.

(c) LOW-SPEED ELECTRIC BICYCLES.—Section 132(f)(5)(F) of such Code, as amended by subsection (b)(2), is amended by adding at the end the following:

“(v) LOW-SPEED ELECTRIC BICYCLES.—The term ‘bicycle’ includes a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.”.

(d) MODIFICATION RELATING TO BICYCLE COMMUTING MONTH.—Clause (iii) of section

132(f)(5)(F) of such Code is amended to read as follows:

“(iii) QUALIFIED BICYCLE COMMUTING MONTH.—The term ‘qualified bicycle commuting month’ means, with respect to any employee, any month during which such employee regularly uses a bicycle for a portion of the travel between the employee’s residence and place of employment.”.

## (e) LIMITATION ON EXCLUSION.—

(1) IN GENERAL.—Subparagraph (C) of section 132(f)(2) of such Code is amended by striking “applicable annual limitation” and inserting “applicable monthly limitation”.

(2) APPLICABLE MONTHLY LIMITATION DEFINED.—Clause (ii) of section 132(f)(5)(F) of such Code is amended to read as follows:

“(ii) APPLICABLE MONTHLY LIMITATION.—The term ‘applicable monthly limitation’, with respect to any employee for any month, means an amount equal to 30 percent of the dollar amount in effect for the month under paragraph (2)(B).”.

(3) AGGREGATE LIMITATION.—Subparagraph (B) of section 132(f)(2) of such Code is amended by inserting “and the applicable monthly limitation in the case of any qualified bicycle commuting benefit”.

(f) NO CONSTRUCTIVE RECEIPT.—Paragraph (4) of section 132(f) of such Code is amended by striking “(other than a qualified bicycle commuting reimbursement)”.

(g) CONFORMING AMENDMENTS.—Paragraphs (1)(D), (2)(C), and (5)(F) of section 132(f) of such Code are each amended by striking “reimbursement” each place it appears and inserting “benefit”.

(h) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2021.

**SA 2129.** Mr. WICKER (for himself and Mr. BENNET) submitted an amendment intended to be proposed by him to the bill H.R. 3684, to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

# SEC. \_\_\_\_ . CREDIT FOR AMERICAN INFRASTRUCTURE BONDS ALLOWED TO ISSUERS.

(a) IN GENERAL.—Subchapter B of chapter 65 of the Internal Revenue Code of 1986 is amended by inserting after section 6430 the following new section:

## “SEC. 6431. CREDIT TO ISSUER OF AMERICAN INFRASTRUCTURE BONDS.

“(a) IN GENERAL.—The issuer of an American infrastructure bond shall be allowed a credit with respect to each interest payment under such bond which shall be payable by the Secretary as provided in subsection (b).

## “(b) PAYMENT OF CREDIT.—

“(1) IN GENERAL.—The Secretary shall pay (contemporaneously with each interest payment date under such bond) to the issuer of such bond (or, at the direction of the issuer, to any person who makes such interest payments on behalf of the issuer) 28 percent of the interest paid under such bond on such date.

“(2) INTEREST PAYMENT DATE.—For purposes of this subsection, the term ‘interest payment date’ means each date on which the holder of record of the American infrastructure bond is entitled to a payment of interest under such bond.

## “(c) AMERICAN INFRASTRUCTURE BOND.—

“(1) IN GENERAL.—For purposes of this section, the term ‘American infrastructure bond’ means any obligation if—

“(A) the interest on such obligation would (but for this section) be excludable from gross income under section 103,